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The Philippines' only shipping and transport guide

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## High airfreight rates to stay amid capacity squeeze, coming vaccine

- Airfreight space is improving but will remain tight until belly capacity in passenger aircraft returns to normal, according to Philippine Multimodal Transport and Logistics Association, Inc. (PMTLAI) president Marilyn Alberto
- As of August, aircraft capacity at Ninoy Aquino International Airport still almost 80% below 2019 levels
- Airfreight rates will not go back to pre-COVID-19 levels
- Once global distribution of COVID-19 vaccines starts, air freight will compete with vaccines for already limited aircraft space
- Stakeholders must accept high air freight prices or shift supply chain to other modes of transport

AIRLINE stakeholders should not expect air cargo rates to return to pre-COVID-19 levels in the near future as aircraft space will continue to be limited, especially when global distribution of COVID-19 vaccines starts, according to an industry expert.

In the recent webinar conducted by the Supply Chain Association of the

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## Domestic trade contracts over 60% in Q3

- Domestic trade plunged 61.6% in quantity and 60.1% in value in the third quarter, improving on the historic declines of 77.8% and 69.1%, respectively, in the second quarter of the year
- Beverages and tobacco topped the list of commodities in terms of quantity while machinery and transport equipment ranked first in value
- Northern Mindanao still recorded the highest volume and value of traded commodities, and led as well in inflow value and balance of trade
- 99.95% of the commodities were traded through water with the rest through air

PHILIPPINE domestic trade recorded double-digit declines in both volume and value in the third quarter of 2020, according to the Philippine Statistics Authority (PSA).

Total quantity of domestic trade during the third quarter of 2020 was recorded

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## PAL eyeing court protection from creditors

- *Philippine Airlines plans to seek court protection as it grapples with mounting debt*
- *Airline has not confirmed measure but said it's working on a comprehensive recovery and restructuring plan*
- *PAL has been heavily hit by the COVID-19 pandemic, incurring a total comprehensive loss of P29.03 billion in the first nine months of 2020, which is 269% higher than the P7.86 billion loss incurred in the same period last year.*

FLAG carrier Philippine Airlines (PAL) plans to seek court protection from creditors as it continues to work on a "comprehensive recovery and restructuring plan" to become financially stronger after the coronavirus disease (COVID-19) pandemic.

Finance Secretary Carlos Dominguez III told media on November 25 that PAL had informed the Department of Finance of its plan last week "but gave no details on any assistance they may need from us."

In a statement on the same day, PAL did not directly confirm the plan but said its "management and stakeholders continue to work on a comprehensive recovery and restructuring plan that will enable PAL to emerge financially stronger

from the current global crisis."

"We will make the necessary disclosures at the proper time, once details are finalized," the airline added.

PAL parent firm PAL Holdings, Inc., in a disclosure on November 26, said it had sought clarification from the airline and "was informed that there have been no definite decision on the matter."

"The instruction from the Board is to continue to study the best options for the airline as of this time," it added.

### Huge losses due to COVID

PAL has been heavily hit by the COVID-19 pandemic, incurring a total comprehensive loss of P29.03 billion in the first nine months of 2020, which is 269% higher than the P7.86 billion loss incurred in the same period last year.

Consolidated revenues for January to September 2020 amounted to P45.29 billion, 61.6% lower than the P117.85 billion recognized in 2019.

In a regulatory disclosure, PAL said the huge loss and reduction in revenues were mainly due to the drop in passenger and ancillary revenues as a result of worldwide travel restrictions and flight cancellations due to the COVID-19 pandemic.

All PAL's international and domestic flights were cancelled from mid-March until May 31, 2020 as quarantine restrictions nationwide limited air travel. PAL

## MacroAsia, Chinese partner submit final docs for Sanglely airport project

- *MacroAsia and China Communications Construction JV has submitted its consortium agreement for the multibillion Sanglely Point International Airport (SPIA) Project after several deadline extensions*
- *MacroAsia earlier said the pandemic caused delays in completion of JV documents*

THE joint venture (JV) of MacroAsia Corp. and China Communications Construction Company Ltd. (CCCC) has submitted its consortium agreement for the multi-billion Sanglely Point International Airport (SPIA) Project after several deadline extensions due to the coronavirus disease pandemic.

The requirement was submitted on November 24 to the provincial government of Cavite, MacroAsia said in a regulatory disclosure.

The provincial government last September had again extended the deadline given to the consortium to submit the final requirements to comply with all the conditions of the project's Notice of Selection and Award.

### Extension

MacroAsia earlier confirmed that the JV had asked for the extension after failing to submit the required post-qualification documents due September 9. This followed the two-month extension initially granted to it last April and another 90-day extension last June in view of the chal-

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lenges of the ongoing pandemic.

MacroAsia earlier said the pandemic had delayed the processing and completion of JV documents needed for any signing of legal or financial contracts.

The Cavite government last February awarded to the tandem the P208.5-billion contract to develop and implement Phase 1 of SPIA.

The consortium—the sole bidder to develop a 1,500-hectare international airport at Sanglely Point—plans to develop the project and provide the necessary equity investment and credit enhancements. And subject to a further competitive process or price test, it will perform engineering, procurement and construction services for the land and airport development components of the project.

### Flight restoration

PAL said that as of September it has restored nearly 15% of its regular domestic

and global network, and it intends to ramp up more flights and more routes in line with an expected easing of travel and quarantine restrictions.

The flag carrier earlier said it would be laying off this year around 2,500 workers, or 35% of its over 7,000 personnel, as part of its restructuring and recovery plan to cope with the effects of the COVID-19 pandemic.

In April 2020, PAL's aircraft delivery schedule was revised to align with the forecasted recovery of travel demand. Aircraft deliveries for 2020 and 2021 were postponed and rescheduled for delivery in 2022-2025.

## DOLE partially lifts work suspension on Skyway Extension project

THE Department of Labor and Employment (DOLE) has partially lifted work stoppage on the Skyway Extension Project following an accident that killed a motorist and injured six others

Work stoppage maintained in affected areas of construction site, lifting prohibition in unaffected areas

The partial lifting of the temporary work stoppage is without prejudice to result of November 24 hearing with project contractors and subcontractors on the accident

The Department of Labor and Employment (DOLE) has partially lifted the work stoppage imposed on the Skyway Extension Project, keeping the order only in areas of the construction site affected by the recent accident.

Labor Secretary Silvestro Bello III in an order dated November 24 lifted in particular the supplemental work stoppage on the entire Skyway Extension Project that was issued on November 23 by DOLE-National Capital Region regional director Sarah Buena Mirasol to project contractor EEI Corporation project manager Jose Ilagan.

Bello retained the work stoppage issued also on November 23 covering only the affected areas of the construction site, pending the outcome of an occupational

and health standards investigation into the accident that left one dead and at least six others injured.

The partial lifting of the work stoppage is also without prejudice to the result of the November 24 hearing with project contractors and subcontractors "to determine the propriety of having this Work Stoppage Order lifted or not."

Bello's November 24 order recognized "the utmost national importance underlying the said skyway extension project." It also acknowledged that suspending construction on unaffected areas of the project "will cause prejudice to the employees assigned/deployed thereat whose livelihood heavily depends on the said project's continued operation."

The order further cited EEI's November 23 letter which said "the incident is an isolated case and that the company has strict safety protocols in place." The company also maintained it is conducting a full risk assessment and mitigation study to determine the exact cause of the incident.

EEI also said the "immediate stoppage of all works in the entire Skyway Extension Project would present further risk and additional peril on the works."

Initial assessment showed that on November 21, a crane of project contractor EEI fell as it was moving to its next

position, hitting a steel girder and causing it to fall.

At least six vehicles were reported to have been involved in the accident, leaving one person dead and at least six others injured.

San Miguel Corp. (SMC) president and chief operating officer Ramon Ang has earlier apologized to the victims and their families, and assured they will be provided "all the means necessary" to recover and restart.

SMC is the concessionaire of the Skyway Extension Project.

Ang said they are working with authorities to determine the root cause of the incident.

"We will find out where lapses occurred and do whatever is necessary to help make sure they don't happen again."

Prior to the work stoppage order, SMC has already said completion of the Skyway Extension Project will be pushed back by two months to February 2021.

The P10-billion Skyway Extension Project will extend the Skyway from Susana Heights on the South Luzon

Expressway (SLEX) to Sucat in Parañaque and back, and will provide direct access to the elevated section of the Skyway.

It will connect SLEX and Muntinlupa Cavite Expressway to the Skyway at Susanna Heights, bypassing Alabang, to shorten travel from south to north via the Skyway System.

The project, started in late 2019, will also eliminate traffic buildup along SLEX heading to Alabang and the Alabang viaduct.

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## Zuellig expanding vaccine storage capacity in Asia, including PH

- Zuellig Pharma to beef up cold storage warehouse capacity in key regional markets, including the Philippines, over the next 12 months in anticipation of storage and distribution demands for COVID-19 vaccines
- In the Philippines, Zuellig will add 10 medical-grade freezers to augment its existing capacity in -80°C storage
- Five new cold chambers will be added—three in Manila and one each in Cebu and Davao—from January 2021

Zuellig Pharma will build up its cold storage warehouse capacity in key regional markets, including the Philippines, over the next 12 months as it prepares for anticipated storage and distribution demands for coronavirus (COVID-19) vaccines.

In the Philippines, the vaccine and cold chain pharmaceutical distributor will add 10 medical-grade freezers to augment its existing capacity in -80°C storage. Zuellig currently already has the capacity to store products at -20°C.

The company will also add five new cold chambers from January 2021, three to be located in Manila and one each in Cebu and Davao.

Last September, Zuellig opened a new national distribution center (NDC) in Santa Rosa, Laguna. It is the first warehouse to be Leadership in Energy and Environmental Design certified.

The 25,000-square-meter (sqm) facility is equipped with automation and energy efficient functionalities, including 10,000 sqm of solar panels, LED intelligent lighting, and a water-chilled cooling system.

In Cambodia, a new US\$6 million warehouse is currently under construction and expected to be fully operational by the third quarter of 2021.

The 6,300sqm warehouse will become the country's largest pharmaceutical warehouse and increase its cold storage capacity fourfold.

It will be strategically located in Phnom Penh, close to major patient population and air and sea transportation links to enable efficient distribution of vaccines and other products across the country.

Zuellig Pharma is also actively investing in the expansion of its warehouse and distribution facilities, with plans to build a new distribution center in Taiwan in 2024 for about \$66 million.

In Indonesia, through its subsidiary APL, the company has opened a national distribution center in West Java, the largest in the country at 39,930 sqm.

The warehouse has three different temperature-controlled environments and advanced monitoring systems to protect its operations and the integrity of products. Its cold room capacity for pharmaceutical products is also the largest in terms of size in the country.

In addition, APL manages cold rooms in 26 branches in 15 cities across the nation, making the capacity much more resilient than capacity based on refrigerators.

In Thailand, Zuellig already expanded its capacity with a new cold chain room last year. Its total cold chain capacity now spans 4,070 sqm. All rooms are equipped with primary and secondary temperature alarms for enhanced product safety.

Zuellig Pharma Korea has cold chain capabilities across all its warehouses covering a cumulative area of about 10,000 sqm. The cold chain capacity was increased by 26% this year, with plans to add 1,000 pallets in 2021.

"COVID-19 has severely tested our operations over these past few months, but it has also presented opportunities for transformational change at Zuellig Pharma," Zuellig Pharma chief executive officer John Graham said.

## ICTSI to help secure COVID-19 vaccines for DOH, logistics workers

INTERNATIONAL Container Terminal Services, Inc. is part of a private sector group that placed an order for over one million doses of COVID-19 vaccine, 50% for use by the group's essential workers and 50% to be donated to the health department

The private sector has committed two million doses of vaccine as contribution to the government's target of 60 million doses

A memorandum of understanding with AstraZeneca and the British government on the procurement of the vaccines will be concluded by month's end


Port operator International Container Terminal Services, Inc. (ICTSI) has placed an order for COVID-19 vaccines,

half of which will be donated to the Department of Health and the other half to employees of Razon-owned companies and other port and logistics stakeholders.





ICTSI executive vice president Christian Gonzalez, in a Malacañang press briefing on November 24, said the order was placed with UK-based biopharmaceutical company AstraZeneca.

"We strongly believe that some of the key essential services members that really made the biggest impact especially at the beginning of the pandemic were [the employees of] Philippine Ports Authority, Bureau of Customs, and other essential frontline port and logistics workers," Gonzalez pointed out.

ICTSI chairman and president En-



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"We have brought forward our expansion plans to ensure that the vaccine will be accessible to those who need them most and are able to ramp up capacity quickly when needed."

Zuellig Pharma's cold chain capabilities also include eZCooler, an environmentally friendly innovation that extends the storage time of temperature-sensitive products in transit from two days with a traditional system, to five days.

Tom Vanmolokot, Zuellig Pharma executive vice president for distribution and client services, said eZCooler's thermal isolation system can be customized to provide the low temperatures needed to transport and store COVID-19 vaccines, which could require temperatures as low as -70°C.

This, he said, is complemented by eZTracker, Zuellig's in-house blockchain solution that enables full traceability during the distribution of the vaccine to rural areas throughout Asia without compromising integrity.

Zuellig Pharma currently has over 80 distribution centers in 13 markets across Asia.



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rique Razon, Jr. is part of the private sector group that has placed orders for over one million doses of COVID-19 vaccine through an advance market commitment, with the advance orders assuring funders for the production of the vaccines.

National Task Force Against COVID-19 chief implementer Carlito Galvez, Jr. earlier thanked Razon, and other taipans Lucio Tan, Ramon Ang, the Sy siblings, and Presidential Adviser for Entrepreneurship Joey Concepcion for placing the vaccine orders.

Gonzalez explained the tri-party agreement involves the private sector shouldering the cost "not only of the 50% deposit for the AstraZeneca vaccine but likewise the remaining 50% once the vaccine is there which is expected now to be some time in the second quarter of 2021."

Gonzalez said that under the guidelines, 50% of the vaccine will be purely for the use of the Department of Health, and the rest to be determined by the private sector.

He said the private sector has committed two million doses of vaccine, which will be part of the government's target of 60 million doses.

Galvez earlier said they expect a memorandum of understanding for the advance purchase of 20 million doses of vaccine with AstraZeneca and the British government to be concluded by the end of the month.

If the agreement pushes through, Galvez said the British government has committed to send military personnel and logistics staff to help local health

officials distribute the drugs by second quarter of 2021.

"It will take six to seven months to produce [our] order," Galvez said in a separate television interview.

"Kapag magkaroon tayo ng signing of contract this November and December, ang pinaka latest na i-deliver sa atin [yung vaccines] ay June or July," he added. [If we sign the contract this November and December, the latest the vaccines can be delivered to us is June or July.]

The vaccine candidate of AstraZeneca, developed in partnership with the Oxford University, has shown an overall effectiveness of 70.4%. The success rate rose to 90% in a group of trial participants who received a half dose followed by a full dose. The efficacy was 62% if the full dose was given twice.

But despite a lower overall effectiveness rate compared to the other vaccine candidates at the interim stage, AstraZeneca's vaccine candidate has so far been reported to have a good safety record with no serious side effects. The vaccine candidate can be stored in a domestic fridge, as compared to other vaccine candidates that require ultra-low temperatures, which is seen as a challenge for many countries.

Moreover, AstraZeneca has made a "no profit pledge" and its vaccine candidate will be cheaper than other vaccine candidates.

Aside from AstraZeneca, the Philippine government is also in talks with China-based Sinovac and US vaccine manufacturers Pfizer and Johnson & Johnson.





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CMA CGM PHILIPPINES INC.



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(CP8 NB) DIRECT SERVICE TO KAOHSIUNG & CHINA. Table with columns: MOTHER VESSEL, VOY., NO., MNL (NH), MNL (SH), PHSFS, KAO, XIA, SHT, HKG, NANSHA, SHEKOU. Rows include SABRE TRADER, AS ROMINA, MOUNT BUTLER.

(CSECP2 - WB) DIRECT SERVICE TO CHINA. Table with columns: MOTHER VESSEL, VOY., NO., MNL (NH), HONGKONG, SHEKOU. Rows include MOUNT NICHOLSON, NORD LEOPARD, CNC SATURN.

(JPX) DIRECT SERVICE TO JAPAN. Table with columns: MOTHER VESSEL, VOY., NO., BTG, MNL (SH), TOKYO, YOKOHAMA, OMAEZAKI, NAGOYA, KOBE. Rows include NEWARK, EXPRESS BLACK SEA, BOMAR RENAISSANCE.

(PHX) DIRECT SERVICE TO SINGAPORE. Table with columns: MOTHER VESSEL, VOY., NO., SUBIC, MNL (NH), SINGAPORE. Rows include ALS FAUNA, SEASPAN NEW YORK, ALS FAUNA.

(BMXKCS) DIRECT SERVICE FM MANILA TO CHINA (MID-WEEK). Table with columns: MOTHER VESSEL, VOY., NO., MNL (NH), MNL (SH), LIANYUNGANG, QINGDAO, NANSHA. Rows include ALS JUVENTUS, JACK LONDON, JONATHAN SWIFT.

ADVISORY CONTAINER PRE-ADVISE. Table with columns: Export Laden, Empty Return. Email addresses provided.

(CHINA 1 NB) DIRECT SERVICE TO CHINA. Table with columns: MOTHER VESSEL, VOY., NO., MNL (NH), MNL (SH), SHANGHAI, NINGBO, SHANTOU, SHEKOU. Rows include NAVIOS AMARILLO, SEATTLE C, CMA CGM EIFFEL.

Contact Persons: Mc Bain MACALALAD (+63 2 8479-5105), Marlon CABULAO (+63 2 8479-5015), Doemarc MARASIGAN (+63 2 8479-5137).

(CP6) DIRECT SERVICE TO CHINA & PUSAN (WEEKEND). Table with columns: MOTHER VESSEL, VOY., NO., MNL (SH), MNL (NH), LIANYUNGANG, QINGDAO, PUSAN (HYUT), PUSAN (HBTC), SHANGHAI. Rows include HYUNDAI GRACE, HYUNDAI VOYAGER, HYUNDAI DYNASTY.

FOR INQUIRIES, PLEASE CONTACT SALES & MARKETING: MANILA - mnl.marketing@cma-cgm.com or call +63 2 8479-5000. CEBU - ceb.marketing@cma-cgm.com or call +63 32 232-4197. DAVAO - dvo.marketing@cma-cgm.com or call +63 32 219-5503.

IMPORTANT ANNOUNCEMENT. ADHOC CALL AT PHBTG FOR JPX SERVICE ETD BTG DEC 15 / ETD MNS: DEC 16

ABOVE SCHEDULES ARE SUBJECT TO CHANGE WITHOUT PRIOR NOTICE

11/29-12/12, Seaspan New York 010 (Qingdao Tower 037), OOCL 12/06-12/19, ALS Fauna 089 (Rotterdam Bridge 060), OOCL SYDNEY, Australia 11/22-12/08, ALS Fauna 088 (OOCL Dubai 129), OOCL 11/22-12/17, ALS Fauna 088 (OOCL Yokohama 158), OOCL 11/22-12/17, ALS Fauna 088 (Seaspan New Delhi 051), OOCL 11/29-12/21, Seaspan New York 010 (Kota Lais 048), OOCL 11/29-12/22, Seaspan New York 010 (Cosco Singapore 149), OOCL 11/29-12/24, Seaspan New York 010 (Al Rowdah 010), OOCL 12/06-12/29, ALS Fauna 089 (OOCL Texas 177), OOCL 12/06-12/31, ALS Fauna 089 (Jazan 010), OOCL 12/06-01/06, ALS Fauna 089 (Kota Lais 135), OOCL 12/13-01/05, Seaspan New York 011 (Cosco Antwerp 166), OOCL 12/13-01/06, Seaspan New York 011 (Kota Lais 135), OOCL 12/13-01/07, Seaspan New York 011 (OOCL Panama 282), OOCL 12/20-01/11, ALS Fauna 090 (OOCL Houston 165), OOCL 12/20-01/12, ALS Fauna 090 (OOCL Dubai 130), OOCL 12/20-01/14, ALS Fauna 090 (OOCL Norfolk 233), OOCL 12/27-01/19, Seaspan New York 012 (Kota Legit 041), OOCL 12/27-01/21, Seaspan New York 012 (OOCL Yokohama 159), OOCL 12/27-01/21, Seaspan New York 012 (Seaspan New Delhi 052), OOCL TAICHUNG, Taiwan 11/22-11/25, Jeju Island 119, OOCL 11/22-11/27, Wan Hai 211 456, OOCL 11/29-12/02, Jeju Island 120, OOCL 11/29-12/04, Wan Hai 211 457, OOCL

12/06-12/09, Jeju Island 121, OOCL 12/06-12/11, Wan Hai 211 458, OOCL 12/13-12/16, Jeju Island 122, OOCL 12/13-12/18, Wan Hai 211 459, OOCL 12/20-12/23, Jeju Island 123, OOCL 12/20-12/25, Wan Hai 211 460, OOCL 12/27-12/30, Jeju Island 124, OOCL 12/27-01/01, Wan Hai 211 461, OOCL 01/03-01/06, Jeju Island 125, OOCL 01/03-01/08, Wan Hai 211 462, OOCL TAKAMATSU, Japan 11/19-12/05, Ludwig Schulte 003 (OOCL Nagoya 143), OOCL 11/26-12/12, William 003 (OOCL Charleston 192), OOCL 12/03-12/19, Elio 012 (OOCL Le Havre 136), OOCL 12/10-12/26, RHL Aqua 017 (OOCL Nagoya 144), OOCL 12/10-12/26, RHL Aqua 017 (OOCL Nagoya 144), OOCL 12/17-01/02, Ludwig Schulte 004 (OOCL Charleston 193), OOCL TAURANGA, New Zealand 11/22-12/20, ALS Fauna 088 (OOCL Badinath 729), OOCL 11/29-12/27, Seaspan New York 010 (Maine Trader 023), OOCL 12/06-01/03, ALS Fauna 089 (Tanjung Bridge 147), OOCL 12/13-01/10, Seaspan New York 011 (Kota Lais 187), OOCL 12/20-01/17, ALS Fauna 090 (CSL Atlantic 191), OOCL 12/27-01/24, Seaspan New York 012 (Seasmile 036), OOCL TOKYO, Japan 11/19-11/30, Ludwig Schulte 003 (OOCL New Zealand 095), OOCL

11/19-12/03, Ludwig Schulte 003 (Baleares 024), OOCL 11/19-12/03, Ludwig Schulte 003 (OOCL Nagoya 143), OOCL 11/22-11/30, Jeju Island 119 (OOCL New Zealand 095), OOCL 11/22-11/30, Wan Hai 211 456 (OOCL New Zealand 095), OOCL 11/26-12/07, William 003 (OOCL Savannah 398), OOCL 11/26-12/10, William 003 (OOCL Charleston 192), OOCL 11/26-12/10, William 003 (TBA ), OOCL 11/29-12/07, Jeju Island 120 (OOCL Savannah 398), OOCL 11/29-12/07, Wan Hai 211 457 (OOCL Savannah 398), OOCL 12/03-12/14, Elio 012 (OOCL Australia 203), OOCL 12/03-12/17, Elio 012 (OOCL Le Havre 136), OOCL 12/03-12/17, Elio 012 (Spectrum N 008), OOCL 12/06-12/14, Jeju Island 121 (OOCL Australia 203), OOCL 12/06-12/14, Wan Hai 211 458 (OOCL Australia 203), OOCL 12/10-12/21, RHL Aqua 017 (OOCL Jakarta 127), OOCL 12/10-12/24, RHL Aqua 017 (GSL Keto 029), OOCL 12/10-12/24, RHL Aqua 017 (OOCL Nagoya 144), OOCL 12/13-12/21, Jeju Island 122 (OOCL Jakarta 127), OOCL 12/13-12/21, Wan Hai 211 459 (OOCL Jakarta 127), OOCL 12/17-12/31, Ludwig Schulte 004 (OOCL New Zealand 096), OOCL 12/17-12/31, Ludwig Schulte 004 (Baleares 025), OOCL 12/20-12/28, Jeju Island 123 (OOCL New Zealand 096), OOCL 12/20-12/28, Wan Hai 211 460 (OOCL New Zealand 096), OOCL 12/27-01/04, Jeju Island 124 (OOCL Savannah 399), OOCL 12/27-01/04, Wan Hai 211 461 (OOCL Savannah 399), OOCL

01/03-01/11, Jeju Island 125 (OOCL Australia 204), OOCL 01/03-01/11, Wan Hai 211 462 (OOCL Australia 204), OOCL TORONTO, Canada 11/22-12/12, Jeju Island 119 (OOCL Kaohsiung 113), OOCL 11/22-12/19, Wan Hai 211 456 (OOCL San Francisco 154), OOCL 11/29-12/19, Jeju Island 120 (OOCL San Francisco 154), OOCL 11/29-12/26, Wan Hai 211 457 (OOCL New York 074), OOCL 12/06-12/26, Jeju Island 121 (OOCL New York 074), OOCL 12/06-01/02, Wan Hai 211 458 (OOCL Oakland 098), OOCL 12/13-01/02, Jeju Island 122 (OOCL Oakland 098), OOCL 12/13-01/09, Wan Hai 211 459 (OOCL Antwerp 116), OOCL 12/20-01/09, Jeju Island 123 (OOCL Antwerp 116), OOCL 12/20-01/16, Wan Hai 211 460 (OOCL Vancouver 121), OOCL 12/27-01/16, Jeju Island 124 (OOCL Vancouver 121), OOCL 12/27-01/23, Wan Hai 211 461 (OOCL Kaohsiung 114), OOCL 01/03-01/23, Jeju Island 125 (OOCL Kaohsiung 114), OOCL 01/03-01/23, Wan Hai 211 462 (OOCL San Francisco 155), OOCL VALENCIA, Spain 11/22-12/22, ALS Fauna 088 (OOCL Malaysia 029), OOCL 11/22-12/25, ALS Fauna 088 (Titan 021), OOCL 11/29-12/29, Seaspan New York 010 (CMA CGM Lyra 391), OOCL 11/29-01/01, Seaspan New York 010 (TBA 002), OOCL 12/06-01/05, ALS Fauna 089 (CMA CGM Columbia 369), OOCL 12/06-01/08, ALS Fauna 089 (Thalassa Patis 037), OOCL 12/13-01/12, Seaspan New York 011 (CMA CGM Centaurus 413), OOCL 12/13-01/15, Seaspan New York 011 (CSCL Venus 057), OOCL

12/29-01/19, ALS Fauna 090 (CMA CGM Gemini 415), OOCL 12/29-01/22, ALS Fauna 090 (Cosco Pidsa 059), OOCL 12/27-01/26, Seaspan New York 012 (CMA CGM Titan 419), OOCL 12/27-01/29, Seaspan New York 012 (Cosco Glory 058), OOCL VANCOUVER, Canada 11/22-12/07, Jeju Island 119 (OOCL Kaohsiung 113), OOCL 11/22-12/14, Wan Hai 211 456 (OOCL San Francisco 154), OOCL 11/26-12/11, William 003 (OOCL Charleston 192), OOCL 12/03-12/17, Elio 012 (Spectrum N 008), OOCL 12/03-12/17, Elio 012 (OOCL Le Havre 136), OOCL 12/10-12/24, RHL Aqua 017 (GSL Keto 029), OOCL 12/10-12/25, RHL Aqua 017 (OOCL Nagoya 144), OOCL 12/17-12/31, Ludwig Schulte 004 (Baleares 025), OOCL 12/17-01/01, Ludwig Schulte 004 (OOCL Charleston 193), OOCL ZEEBRUGGE, Belgium 11/22-12/26, ALS Fauna 088 (OOCL Germany 016), OOCL 11/29-01/02, Seaspan New York 010 (Cosco Shipping Galaxy 088), OOCL 12/06-01/09, ALS Fauna 089 (OOCL United Kingdom 015), OOCL 12/13-01/16, Seaspan New York 011 (OOCL Hangkong 017), OOCL 12/20-01/23, ALS Fauna 090 (OOCL Indonesia 014), OOCL 12/27-01/30, Seaspan New York 012 (Cosco Shipping Pises 011), OOCL YOKOHAMA, Japan 11/19-12/03, Ludwig Schulte 003 (Baleares 024), OOCL 11/19-12/04, Ludwig Schulte 003 (OOCL Nagoya 143), OOCL 11/26-12/10, William 003 (TBA ), OOCL 11/26-12/11, William 003 (OOCL Charleston 192), OOCL 12/03-12/17, Elio 012 (Spectrum N 008), OOCL 12/03-12/17, Elio 012 (OOCL Le Havre 136), OOCL 12/10-12/24, RHL Aqua 017 (GSL Keto 029), OOCL 12/10-12/25, RHL Aqua 017 (OOCL Nagoya 144), OOCL 12/17-12/31, Ludwig Schulte 004 (Baleares 025), OOCL 12/17-01/01, Ludwig Schulte 004 (OOCL Charleston 193), OOCL HO CHI MINH, Vietnam 10/09-10/18, Olivia 131N (Singapore 0985), OOCL 10/09-10/20, Olivia 131N (Singapore 0985), OOCL 10/16-10/25, San Lorenzo 137N (Singapore 0995), OOCL 10/16-10/27, San Lorenzo 137N (Singapore 0995), OOCL 10/23-11/01, Fila T 012N (Singapore 1005), OOCL 10/23-11/03, Fila T 012N (Singapore 1005), OOCL 10/30-11/08, Olivia 132N (Singapore 1015), OOCL 10/30-11/10, Olivia 132N (Singapore 1015), OOCL

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- 11/17-11/29, YM Credential 0068 (Wan Hai 211 5456), OOCL 11/19-11/27, Leo Perdana 114A (YM Centennial ), OOCL 11/19-11/29, Leo Perdana 114A (Wan Hai 211 5456), OOCL 11/24-12/04, Amalia C 087N (YM Centennial ), OOCL 11/24-12/06, Amalia C 087N (Wan Hai 211 5457), OOCL 11/26-12/04, YM Credential 007A (YM Centennial ), OOCL 11/26-12/06, YM Credential 007A (Wan Hai 211 5457), OOCL 12/01-12/11, Leo Perdana 114B (YM Centennial ), OOCL 12/01-12/13, Leo Perdana 114B (Wan Hai 211 5458), OOCL 12/03-12/11, Amalia C 088E (YM Centennial ), OOCL 12/03-12/13, Amalia C 088E (Wan Hai 211 5458), OOCL 12/08-12/18, YM Credential 007B (YM Centennial ), OOCL 12/08-12/20, YM Credential 007B (Wan Hai 211 5459), OOCL 12/10-12/18, Leo Perdana 115A (YM Centennial ), OOCL 12/10-12/20, Leo Perdana 115A (Wan Hai 211 5459), OOCL 12/15-12/25, Amalia C 088N (YM Centennial ), OOCL 12/15-12/27, Amalia C 088N (Wan Hai 211 5460), OOCL 12/17-12/25, YM Credential 008A (YM Centennial ), OOCL 12/17-12/27, YM Credential 008A (Wan Hai 211 5460), OOCL 12/22-01/01, Leo Perdana 115B (YM Centennial ), OOCL 12/22-01/03, Leo Perdana 115B (Wan Hai 211 5461), OOCL 12/24-01/01, Amalia C 089E (YM Centennial ), OOCL 12/24-01/03, Amalia C 089E (Wan Hai 211 5461), OOCL 12/29-01/08, YM Credential 008B (YM Centennial ), OOCL 12/29-01/10, YM Credential 008B (Wan Hai 211 5462), OOCL 12/31-01/08, TBA (YM Centennial ), OOCL 12/31-01/10, TBA (Wan Hai 211 5462), OOCL

- 10/16-10/18, Cape Nabil 5070, OOCL 10/20-10/24, Jeju Island 1155, OOCL 10/23-10/25, Cape Nabil 5071, OOCL 10/27-10/31, Jeju Island 1165, OOCL 10/30-11/01, Cape Nabil 5072, OOCL 11/03-11/07, Jeju Island 1175, OOCL 11/10-11/14, Jeju Island 1185, OOCL LAEM CHABANG, Thailand 10/12-10/21, OOCL Nagoya 141N (Jack London 0015), OOCL 10/19-10/28, OOCL Charleston 190N (Jonathan Swift 0035), OOCL 10/26-11/04, OOCL Le Havre 134N (Derby D 0035), OOCL 11/02-11/11, OOCL Nagoya 142N (Navios Dedication 0365), OOCL 11/09-11/18, OOCL Charleston 191N (Navios Delight 0035), OOCL 11/16-11/25, OOCL Le Havre 135N (Margana 3135), OOCL 11/23-12/02, OOCL Nagoya 143N (ALS Juvenius 0035), OOCL 11/30-12/09, OOCL Charleston 192N (Jack London 0035), OOCL SINGAPORE 10/15-10/19, Zante 081E, OOCL 10/24-10/28, APL England OFD16E1M, OOCL 10/29-11/02, KMTC Colombo 2001E, OOCL 11/01-11/05, Xin Chivan 054E, OOCL 11/10-11/14, Tabao 891E, OOCL 11/17-11/21, Suez Canal 20007E, OOCL 11/24-11/28, Zante 082E, OOCL 12/01-12/05, APL England OFD16E1M, OOCL 12/08-12/12, KMTC Colombo 2002E, OOCL 12/15-12/19, Xin Chivan 005E, OOCL 12/22-12/26, Tabao 892E, OOCL

- FROM CEBU DALIAN, China 09/22-10/05, SITC Makassar 2019N, SITC 09/29-10/12, SITC Cebu 2021N, SITC 10/06-10/19, SITC Batangas 2021N, SITC 10/13-10/26, SITC Cagayan 2021N, SITC 10/20-11/02, SITC Makassar 2021N, SITC HONG KONG, China 10/07-10/15, Wan Hai 213, SITC 10/14-10/22, Wan Hai 225, SITC QINGDAO, China 09/22-10/09, SITC Makassar 2019N, SITC 09/29-10/16, SITC Cebu 2021N, SITC 10/06-10/23, SITC Batangas 2021N, SITC 10/13-10/30, SITC Cagayan 2021N, SITC 10/20-11/06, SITC Makassar 2021N, SITC SHANGHAI, China 09/22-10/03, SITC Makassar 2019N, SITC 09/29-10/11, SITC Makassar 2019N, SITC 09/29-10/10, SITC Cebu 2021N, SITC 09/29-10/18, SITC Cebu 2021N, SITC 10/06-10/17, SITC Batangas 2021N, SITC 10/13-10/25, SITC Batangas 2021N, SITC 10/13-10/24, SITC Cagayan 2021N, SITC 10/13-11/01, SITC Cagayan 2021N, SITC 10/20-10/31, SITC Makassar 2021N, SITC 10/20-11/08, SITC Makassar 2021N, SITC

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- 11/03-11/12, Amalia C 086N (Run Long ), OOCL 11/05-11/19, YM Credential 006A (Run Long ), OOCL 11/10-11/19, Leo Perdana 113B (Run Long ), OOCL 11/12-11/26, Amalia C 087E (Run Long ), OOCL 11/17-11/26, YM Credential 006B (Run Long ), OOCL 11/19-12/03, Leo Perdana 114A (Run Long ), OOCL 11/24-12/03, Amalia C 087N (Run Long ), OOCL 12/01-12/10, YM Credential 007A (Run Long ), OOCL 12/01-12/10, Leo Perdana 114B (Run Long ), OOCL 12/03-12/17, Amalia C 088E (Run Long ), OOCL 12/08-12/17, YM Credential 007B (Run Long ), OOCL 12/10-12/24, Leo Perdana 115A (Run Long ), OOCL 12/15-12/24, Amalia C 088N (Run Long ), OOCL 12/17-12/31, YM Credential 008A (Run Long ), OOCL 12/22-12/31, Leo Perdana 115B (Run Long ), OOCL 12/24-01/07, Amalia C 089E (Run Long ), OOCL 12/29-01/07, YM Credential 008B (Run Long ), OOCL 12/31-01/14, TBA (Run Long ), OOCL KAOHSIUNG, Taiwan 10/13-10/16, Run Long 3715, OOCL 10/20-10/23, Run Long 3725, OOCL 10/27-10/30, Run Long 3735, OOCL 11/03-11/06, Run Long 3745, OOCL 11/10-11/13, Run Long 3755, OOCL 11/17-11/20, Run Long 3765, OOCL 12/24-12/27, Run Long 3775, OOCL 12/31-01/03, Run Long 3785, OOCL 12/01-12/04, Run Long 3795, OOCL 12/08-12/11, Run Long 3795, OOCL 12/15-12/18, Run Long 3805, OOCL

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## Domestic trade contracts over 60%...

Continued from page 1

at 2.29 million tons, a decrease of 61.6% from the 5.98 million tons posted in the same quarter of 2019.

In terms of value, domestic trade amounted to P91.19 billion in the third quarter of the year, a contraction of 60.1% from the P228.34 billion recorded in the same period last year.

The third quarter figures were, however, an improvement from the historic decline of 77.8% in volume and 69.1% in value in the second quarter of the year. The record falls in Q2 were a result of the strict quarantine measures that were imposed due to the coronavirus pandemic and had severely curtailed business and consumption activities during the period.

By commodity section, beverages and tobacco topped the list in quantity of domestic trade in the third quarter of 2020, with 0.56 million tons or a share of 24.2% to the total. It was followed

by commodities and transactions not elsewhere classified in the Philippine Standard Commodity Classification (22.9%); and machinery and transport equipment (14.3%).

By region, Northern Mindanao still recorded the highest quantity of traded commodities of 1.14 million tons or 49.7% share to total, followed by Bicol Region with 0.55 million tons (23.9%) and Eastern Visayas with 0.26 million tons (11.3%).

Machinery and transport equipment had the highest value with P32.94 billion or 36.1% share to the total. It was followed by manufactured goods and food and live animals with corresponding values of P28.73 billion (31.5%) and P12.33 billion (13.5%), respectively.

By region, Northern Mindanao still ranked first with a total value of P44.64 billion or 48.9% of the total, followed by

Eastern Visayas and Bicol Region with P24.68 billion (27.1%) and P8.68 billion (9.5%), respectively.

Northern Mindanao also posted the highest inflow value of P30.37 billion or 33.3% share to the total inflow value in the third quarter of 2020.

It was followed by Central Visayas and Eastern Visayas with inflow values of P18.38 billion (20.1%) and P11.84 billion (13.0%), respectively. On the other hand, Caraga had the lowest inflow value at P6.16 million.

Northern Mindanao likewise had the most favorable trade balance value in the third quarter of the year, followed again by Eastern Visayas

and Bicol Region.

Central Visayas, on the other hand, had the highest unfavorable trade balance value.

Almost all or 99.95% of the commodities were traded through water (coastwise) in the third quarter of 2020, while the remaining were shipped through air transport. — **Roumina Pablo**



## High airfreight rates to stay amid capacity squeeze...

Continued from page 1

Philippines, Philippine Multimodal Transport and Logistics Association, Inc. (PMTLAI) president Marilyn Alberto acknowledged the supply of air freight space is improving but space will still be tight “until the belly capacity of passenger aircrafts comes back to a scale.”



As of August, she noted aircraft capacity in the country’s main gateway, Ninoy Aquino International Airport, was still almost 80% below 2019 levels. While capacity has slowly been increasing since then, it is “still not significant enough to handle demand for air freight.”

This is evidenced by air cargo volumes in August 2020, which held up well, being only 27% and 12% below 2019 levels for export and import shipments, respectively. These figures were lower than the recorded monthly decreases in volume since March 2020.

“I think the gap is go-

ing to be smaller as we go along because right now, we are handling a lot of cargo by air,” Alberto noted.

She noted air freight forwarders have been using a significant number of freighters, cargo in cabin flights, and “freighters” or passenger aircraft used as freighters.

They have also been chartering a significant number of flights to transport urgent shipments, which has translated to higher rates.

When global distribution of COVID-19 vaccines begins, Alberto said vaccines will compete for limited aircraft space.

Citing experts, she said global vaccine distribution will not be “a short frantic rush” but an extended effort that could be an 18-month project.

Airlines have estimated that air travel

will not recover until 2024. “That means that’s the time we have to wait before we can enjoy better rates from airlines,” Alberto pointed out.

She said air freight forwarders will continue to charter flights, with rate agreements usually in the short term.

Alberto said stakeholders must accept high air freight prices or shift their supply chain to other modes of transport.

“This is one thing for sure, all my friends from the airline industry tell me rates will never go back to pre-COVID-19 levels,” she added.

She advises stakeholders to hone their long-term forecasting skills “because there will be no idle capacity sitting around in case you got your forecast wrong.” — **Roumina Pablo**

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